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25X1A

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25X1A [redacted]

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March 7, 1962

25X1A [redacted]

Dear Ed:

I have been reviewing my letter of January 31, 1962, for a total of ten packs and telegram of February 14, 1962, from [redacted] 25X1A for seven additional packs. In conversations with you and our people on the West Coast last week, the indication was that you were working on a total of 8 chutes at this time, 2 of which were to be the first 2 operational units, 2 for the live jump program, 4 units for continued dummy testing. Am I correct in assuming that all of these units have been shipped.

We contemplate the requirement of only 2 more complete parachutes until the test program is formally completed. These will be serial numbers 3 and 4 operational chute for which we are planning to have the hardware ready at the end of next week. Please advise us when the complete packs can be ready for shipment.

Our people on the West Coast have reported that there seems to be some question of hole location of the screws which fasten our pans to the pack. These are the load carrying screws which caused us some delay last week. Please do not put these holes in the packs until we have a set of dummy pans delivered to you with the new locations marked. There appears to be some discussion going on as to the location of the top corner holes which apparently on the first 2 packs went through the main lift webs. We wish to avoid this on the succeeding items if at all possible.

As has been mentioned several times previously, we requested using the electrofilm [redacted] canopy releases to minimize release friction. We have been advised that the [redacted] part numbers are 109000-3 for the release and 1080017-1 for the flyaway ring. This release is electrofilmed per MIL-L-25504. I believe if you order with these part numbers, [redacted] will deliver the correct hardware.

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Have you had an opportunity to discuss with [redacted] the possibilities of revising your contract to correctly cover your present activities. 25X1A

Very truly yours,

THE FIREWEL COMPANY, INC.

[redacted] 25X1A

25X1A RFZ:
cc: [redacted]

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March 23rd, 1961

25X1A [redacted]

Dear Ed:

Enclosed is a copy of my notes from our meeting of March 22nd, 1961. These notes will give you an idea of the Firewel viewpoint of what we expect [redacted] will do for us in the next few weeks. We would appreciate your price quotation for the required equipment as soon as possible so that we can go to our customer for refunding on the program. 25X1A

As I mentioned to Connie in our telephone conversation today, [redacted] specifically requested a 4½-foot ribbon parachute for drogue testing. Whether or not it answers the problem is irrelevant. His position is that he would like to bracket the problem and see if we can't speed up the test program. Therefore, we would like your quotation on the following: 25X1A

1. Six new parachutes (packs) of the Model 'D' configuration; Firewel to supply complete back pan.

2. Six extra seat strap harnesses.

3. One ribbon chute, [redacted] designed, to provide descent rate of 150 to 160 FPS. 25X1A

4. One ribbon chute, 4½ feet in diameter, similar in construction to existing [redacted]-inch ribbon chute. 25X1A

Connie told us that the new pack looks very good for thickness and basic arrangement. We have agreed to shorten the pan to twenty inches leaving four inches

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for drogue. From what Connie said, the pack thickness may come out to less than the maximum of 6½ inches.

We appreciate very much your cooperation on this project and I feel with continued perseverance, we will develop a parachute system for aircraft escape for a much broader span of present day fighter flight regime.

Yours very truly,

THE FIREWEL COMPANY INC.

25X1A

RFZ:dz
Enclosure

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August 18, 1960

Commander
6511th Test Group (Parachute)
Naval Air Landing Field
El Centro, California

Dear Sir:

During the period 6-16 September 1960, [redacted] 25X1A will represent the Firewel Company in support of the AP-22/S full pressure suit live free fall parachute jumps that will be performed at the 6511th Test Group. [redacted] 25X1 of Headquarters Air Research and Development Command is coordinating this program. It is necessary that [redacted] 25X1A be permitted to fly in the jump aircraft. Therefore, in accordance with AFFTC Regulation 60-1, the following is submitted:

1. C-47 and/or C-130

2. Support of test of AP-22S Full Pressure Suit under Project 1307 Task 63762 (X-15 Full Pressure Suit Maintenance and Test Program).

25X1A 3. [redacted] will assist repairing equipment for the jump test and must be present in the airplane for last minute check outs.

4. Latest physical examination record enclosed.

5. Through 30,000 feet.

6. Telephone contacts for [redacted] 25X1A

Business: [redacted] 25X1A Home: [redacted] 25X1A

Very truly yours

THE FIREWEL COMPANY, INC.

[redacted] 25X1A

RFZ:am
Enclosures

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August 12, 1960

[redacted] 25X1A

Dear Bob:

The inclosed AFFTC Regulation 60-1 and the draft letter to the 6511th are forwarded per my phone conversation today with Red.

I will hand-carry your letter request (two copies, please) to El Centro. If a physical and chamber run are required as stated in paragraphs 6 c and d of the regulation, I will set this up at Edwards for sometime during the week of 29 August.

The underlined portions of the regulation are pertinent to you.

Sincerely,

2 Incls
1. AFFTC Reg 60-1
2. Draft letter

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DRAFT

TO: Commander
6511th Test Group (Parachute)
Naval Air Landing Field
El Centro, California

STATINTL

Dear Sir:

During the period 6-16 September 1960, [redacted] will represent the Firewel Company in support of the AP-22/S full pressure suit live free fall parachute jumps that will be performed at the 6511th Test Group. [redacted] of Headquarters Air STAT Research and Development Command is coordinating this program. It is necessary that [redacted] STATINTL be permitted to fly in the jump aircraft. Therefore, in accordance with AFFTC Regulation 60-1, the following is submitted:

1. C-47 and/or C-130
2.
3.
4.
5. Through 30,000 feet
6.

These are the questions in paragraph 6 g of the regulation.

The answers to #1 and 5 are as stated.

Your cooperation in this effort is appreciated.

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May 17, 1960

25X1A [redacted]

Dear Harry:

25X1A [redacted] called yesterday and quoted the price of the basic van.

Enclosed are two full specifications and cost proposals on the Maintenance Van and Pilot Transport Van. I believe all the information is contained in the specifications and drawings; however, should additional information be required we will be happy to supply it. The price quoted for the Maintenance Van shows entries for tools and supplies. The tools are perishable items and hand tools. The supplies are the stock required to initially equip the van to go into service.

Please make a notation that the drawings and specifications you have list the Maintenance Van Assembly number as F6642714. Due to an internal recording problem we had to change the number to F6642 704 00. Also, the Transport Van drawing number which was F6642713 is now F6642 705 00.

We have all material and parts to complete the test apparatus for the Suit Program. We see no reason for getting underway any later than the second or third week of June. We have our crews picked for chamber operation and they will be receiving training and indoctrination periodically over the next few weeks. I have not talked to [redacted] recently but have been informed that they are coming along about as expected. Our suit hardware should be ready for bench test about June 1st.

25X1A

We have two parachutes from G.F.E. supplies to complete our seat mockup. The parachutes were new and naturally were received unpacked, but we managed to get them packed by qualified rigger.

Yours very truly,

[redacted] 25X1A

Enclosures

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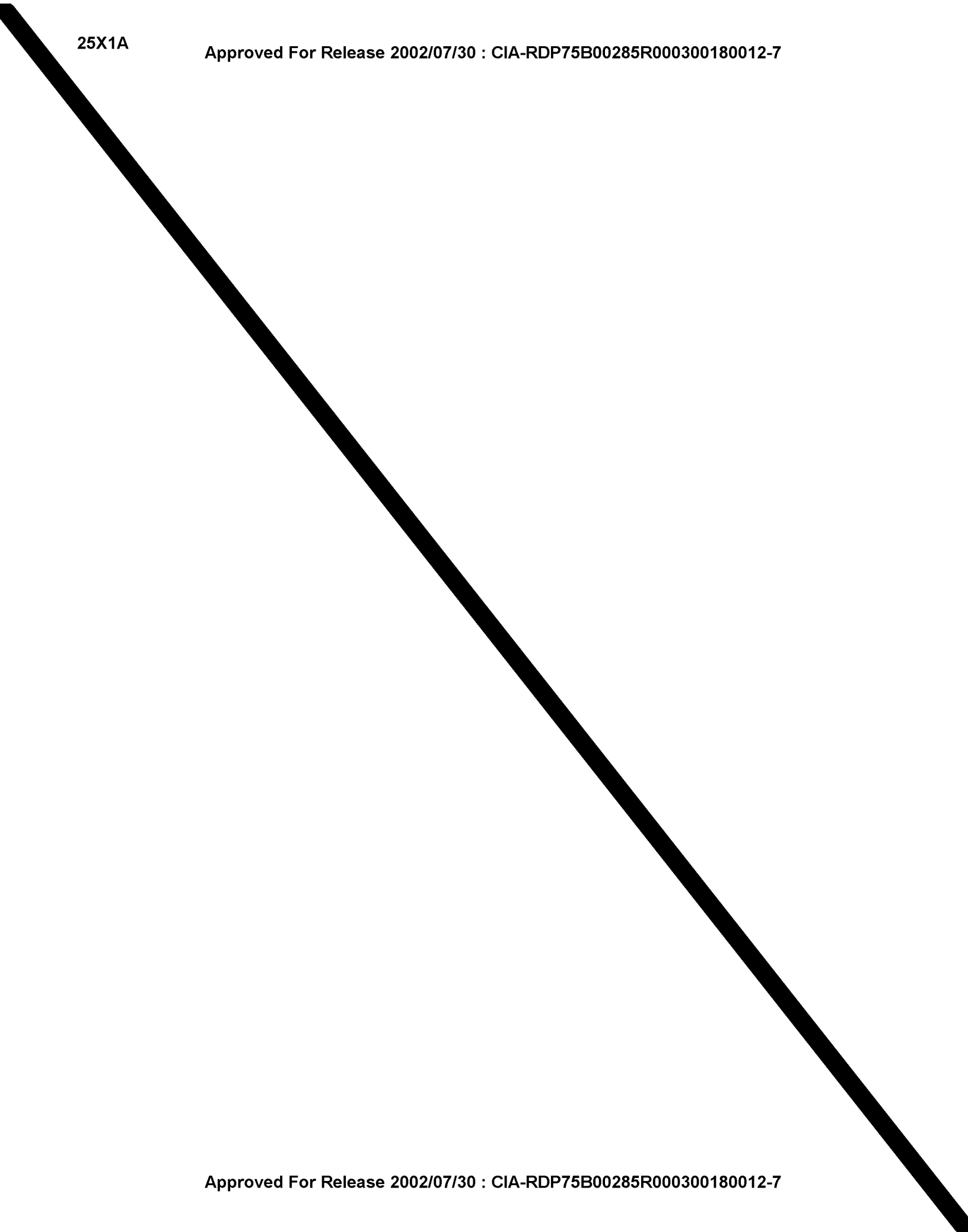

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